



**Issue 184**

**Autumn 2015**

## **CHAIRMAN'S NEWS**

We have now settled into our new home, and whilst I appreciate it is rather cosy, at least we still have an affordable clubroom. With the ten-year lease we also have stability with no rent increase for the next five years, and then hopefully a minimal if any increase as the premises will be no more commercially viable than they are now.

It was good to see all layouts up and running so quickly after the move and work progressing well on the new N-gauge baseboards. Base units have been purchased for Barnes Junction which will give an overall size of 12ft x 8ft, and room for the same assortment of tracks as on the previous Barton Road version. The base units will also incorporate additional storage cupboards.

On my recent holiday to Poland we visited the former Stalag Luft III at Zagan, now a museum dedicated to the Great Escape. We saw the site of and plans for the escape tunnel "Harry" and many other artifacts, including a recreation of the Hut from which Harry started. Imagine my surprise when upon entering one of the rooms I found a familiar looking object.....





always thought the design of the Nobby Newport cradle looked familiar, so indeed there is a prototype for everything in the model railway world. Incidentally, the apparent 'lean' of the structure is due to the wide-angle camera lens, as opposed to the actual lean built into the Nobby cradle. I have to say though that the Polish trip was not the greatest success, the much hyped Wolsztyn steam parade which in previous years included over a dozen visiting steam engines, this year had only three locos, with a fourth arriving two hours late when the parade was all over.

## Rugby World Cup

As we all know Stadium MK plays host to three of the matches in this competition. On Tuesday 6<sup>th</sup> October



Fiji play Uruguay and Bond Ave will be closed, we have decided to cancel the club night but hold it on Monday 5<sup>th</sup> October, so please make a note.



## Ceynix - Scale Model Railway Trees



A weekend course from absolute basics and a variety of methods so you find what suits you best. Interested? Send an email to **Jacqui@railwaytrees.co.uk**

30% discount on all trees for MKMRS members, email or at shows just produce your membership card.

**Phone Number**  
**Email**  
**Website**

**Contact Details**  
**020 8864 6596**  
**[Jacqui@railwaytrees.co.uk](mailto:Jacqui@railwaytrees.co.uk)**  
**[www.railwaytrees.co.uk](http://www.railwaytrees.co.uk)**





## Forthcoming Events

Date	Event
15 <sup>th</sup> September	Committee Meeting
19 <sup>th</sup> & 20 <sup>th</sup> September	Scaleforum 2015 Scalefour Society Stoke Mandeville Stadium Stadium Approach Aylesbury Bucks
2 <sup>nd</sup> October	Northampton Model Railway Club visit to our club room
7 <sup>th</sup> October	Replacement club night
8 <sup>th</sup> October	Club night cancelled due to Rugby World Cup
17 <sup>th</sup> & 18 <sup>th</sup> October	Peterborough National Festival of Railway Modeling
20 <sup>th</sup> October	Committee Meeting
24 <sup>th</sup> & 25 <sup>th</sup> October	Hazel Grove & District Model Exhibition Hazel Grove Recreation Centre Jackson Lane Stockport
28 <sup>th</sup> October	HMRS Bletchley Area Group Open Talk Whaddon Way, Bletchley at 7:30pm
31 <sup>st</sup> Oct & 1 <sup>st</sup> Nov	Leeds Model Railway Society Exhibition The Grammer School Alwoodley Gate Harrogate Road
7 <sup>th</sup> November	Kempston Railex 2015 Kempston & District Model Railway Society Kempston East Methodist Church Halls Foster Road ,Kempston MK42 8DA Talk to Roger White for more info.
6 <sup>th</sup> – 8 <sup>th</sup> November	Creation Arts and Craft Fair MKMRS will have a stand to promote our exhibition
17 <sup>th</sup> November	Committee Meeting
28 <sup>th</sup> & 29 <sup>th</sup> November	Warley National 2015 NEC Birmingham

## A day in the life of an Exhibition Manager By Terry Silver

I have been the Exhibition Manager for MKMRS for the last five Exhibitions. In that time we have increased the attendance from around 600-700 to almost 3000 in 2015. All this is due to the hard work carried out by the team responsible for putting the show together and not forgetting your help also.



Why do we hold an Exhibition? It is quite simple, to make revenue for the club, plus of course, to show off the modelling skills of the members and their layouts and to provide entertainment for the visitors.

Exhibitions just do not happen; it takes work. Not physical in the sense of getting your hands dirty but time consuming work and a lot of running about. Plus emailing and 'phone calls to contact Layouts and Traders, then you have to chase them up as they do not always reply to you. This continues throughout the year right up until the week of the Exhibition. Then you worry that some may not turn up and when some do they decide to not stay, (on that subject we will mention no names!).

Over the last five years we have had three different venues. We had to move from Bletchley College because exhibitors and attendance out grew the size of the venue. In 2013 we moved the Exhibition to Shenley Brook End School. After two years there the School advised us that extensive building work was to commence during the 2014/2015 term and they could not guarantee the floor space and car parking space that we required would be available. Therefore we had to find a new venue once again, and in Milton Keynes this is not easy. After visiting six or more venues, sometimes more than once and checking and measuring the size of halls plus looking and counting the car parking spaces available, we began negotiations with Stantonbury Leisure Centre. This took numerous meetings and 'phone calls before we were in a position to sign a contract with them. As the cost of hiring the Leisure Centre increased our cost over Shenley Brook End School I decided to negotiate a price for two years, 2015 and 2016, and I hope we will be able to agree, after negotiations, to the hire of the Leisure centre for the next few years to come if the price is acceptable to MKMRS. The one thing I can say about using Stantonbury over the other venues we have held the Exhibition in is how professional their Management team is to deal with. They are always willing to attend meetings and help in any way they can to make our Exhibition a success.

The first year I had the pleasure of being the Exhibition Manager for MKMRS I did most of the organising myself with a little help from one or two other people. The second year Ian Bartlett, (that's Ian the younger not the old one with the beard!) helped with the planning and the printing of the leaflets and programmes, also Paul Wakeley became involved with the publicity side and organising the distribution of the leaflets. He also contacted the Mayor who has become a regular visitor to the Exhibition along with Iain Stewart the MP for Milton Keynes South. Ian also organised press days at the Club and this has helped to get the Club into the local papers. You may also be aware we are now settled into our new premises at Bond Avenue and we intend to hold a press day soon. Right, back to the Exhibition.

Work on the Exhibition never stops. Once the Exhibition in February ended this year we began on next year's Exhibition.

To begin with we have to look at what went wrong and just as importantly what went right, and a lot did go right. Attendance was almost 3,000 this year and the comments from all the Traders and Layout people were what a great Exhibition it was. They also said the help and support they received from the members of MKMRS was superb, more so than other Exhibitions they attend. From me, Ian and Paul - thank you all for that support.

We only received four negative comments regarding this year's Exhibition, if there were any others they were not made known to anyone on the Committee.

We believe we now have the right venue in Stantonbury Leisure Centre and we hope to continue holding our Exhibitions there for the foreseeable future. The size of the venue is as large as we can get in MK, so as I said earlier we hope to continue to hold our Exhibitions here. Both Ian and I have walked the site and we believe we can improve the venue for our 2016 Exhibition both in size for Traders and Layouts, and in accessibility for the visitors and car parking space. To help improve the Exhibition in 2016 and onwards I have asked a few members to become involved with the organisation of the next Exhibition. This will, I hope, help greatly to improve the overall running of the event.



I would like to take this opportunity to explain to you all what has to be done to organise and put on the Exhibition.

## Member Updates

Please join us in wishing all the best to the following member who has had to leave the club for various reasons.

❖ Robert Wright

Now for the good news please join us in welcoming back to the club Reg Maddocks, please make a point of speaking with him when you next see him.



The MKMRS Quarterly Newsletter will only survive with your help, we need you to provide articles -

- ❖ These can be write ups on exhibitions you have attended, modelling titbits, or anything that you think other members would find interesting.
- ❖ If you would like to be included in our "Meet the Members" articles in a future Newsletter, please send in your notes for inclusion.
- ❖ The articles need to be sent in by email to [Newsletter@MKMRS.org.uk](mailto:Newsletter@MKMRS.org.uk) they need to be the words that you want to appear, include any pictures that you want in the article. All can be sent to the above email address for inclusion.
- ❖ Hoping for lots of copy for the newsletter.

**Deadline for articles for the Winter Edition is the 28<sup>th</sup> November with the Newsletter being published by the 4<sup>th</sup> December 2015.**



# BBC Ripper Street

If you watched the first episode of this series, it included a scene involving a number of trains concluding with a train crash. I did send out a link to a video that shows the use of Computer Graphics to transform the Great Central Railway into Whitechapel. Please click here for the [video](#) . For those who have not seen it here a few snapshots.



GCR Switherland Sidings



Whitechapel Docks



GCR Signal Box at Loughborough



Whitechapel Signal Box



GCR at Mountsorrel



As seen on Ripper Street

**Layouts** - they have to be booked. That is carried by either information received from a member who saw a Layout at a show or by Ian and me visiting other Exhibitions. We then have to make contact with the Layout organiser (sometimes easier said than done). Booking forms are then posted or emailed. We then quite often have to chase them up to return the forms, sometimes this has to be carried out more than once. Then if required hotel rooms have to be booked, confirmed and more information from the Layout organiser is required such as names of people requiring rooms, will they accept twin or single rooms? From 2016 we will be looking very closely at the amount of expenses the layouts are asking for, such as the mileage to and from our Exhibition and only paying MKMRS's stipulated pence per mile.



**Traders** - dealing with these, I have to say, is far easier; once they are booked we only have to keep in contact with them closer to the Exhibition to make sure they will be there on the day. In the next year or so we will also be looking at the fee we charge traders for attending our exhibition. This has to be looked at so that we do not antagonise them and turn them off from attending our Exhibition. I will say that compared with other Exhibitions we are very competitive, or is that another way of saying we are too cheap.



**Tables** - we have to check how many we require for the day. These then have to be booked and delivery details emailed to the supplier. This has already been done for the 2016 Exhibition.

**Signage** - this has to also be booked with the AA and from 2017 we have to renegotiate the price, as the price we have at this time only applied to 2015 and 2016 Exhibitions. Having learnt from this year we know we need more signs for the car parks and entrances, we have to decide do we make them or do we have them made, this of course will be down to cost and time. If we decide to make them within the club, then who is going to make them and also the design of the signs has to be agreed.



**Buses** - again they have to be booked. We learnt from this year that we do not need a bus from Bletchley Station; therefore we will only run a bus from MK Central Station. Here we have to decide do we continue with the small 12 seater



mini bus or have a larger bus, say a 35 seater, again by doing this it increases the cost. The distance, timings and where the bus stops are going to be has to be discussed with both the Bus Company we will be using and Stantonbury, they then require this in writing. We also have the option of hiring a vintage double decker, I have already been in touch with someone regarding the hire of one of these, if fact twice, I am still waiting for a reply. Of course this bus will not have disabled access, so do we also hire one of the small 12 seaters we had last year which does have a disabled facility.



**Car parking** - I have already discussed this at length with the Event Administrator at the Leisure Centre for 2016. We will have the use of the tarmacked playground at the Stanton School, Stantonbury Fields parking area, by the Webber School if you all know it, plus the three very large tennis courts on Stantonbury Fields. Both Ian and I walked this area on the 14 July and agreed this should give use almost twice the amount of parking in 2016 over 2015 plus a second entrance into the venue. Stantonbury are also going to ask the Company who owns the old BSI offices if they would allow us to use their parking area if we require it. This is the large building on the corner of Saxon Street and Monks Way.

**Traffic** - to help with the congestion on Saxon Street next year I am speaking to the police to see if they can offer some advice on this major issue. A meeting has been arranged and will be held after the Rugby World Cup is completed.

**Pamphlets, Leaflets and Programmes** - these have to be written, agreed, ordered, collected and distributed.

**Food and Meals** - a major issue this year as with 2014, I am sure you would all agree. In the very near future we will be discussing this with the Buskers team as they are aware themselves of the problems that arose. This will probably take more than one meeting to resolve. Be assured it will be resolved.



**Van Hire** - for 2016 we will need to hire a van as Milton Quays will be attending the Exhibition; this is something else that requires organising.

**Pricing** – This is going to be a major issue for 2016 and future Exhibitions, by what percentage do we increase our entrance fee, this will be discussed at Committee level in the very near future. We need to increase the entrance fee for 2016 with over 20 Traders and more than 40 Layouts as our visitors get great value for money. We will be increasing the entrance fee in 2016 and as I said we have to decide by how much we put the price up. What we do not want to do is turn people off by increasing the price by too much.

The final 9 years of my working life was with Amtec Consulting, a small family-run company based in Farnham where again I had a relationship Government Sales role. The loss of a major public sector enabling contract in 2011 meant my services were no longer required and fortunately I had built up enough of a pension so I took early retirement and back I came to join my daughter and her family in MK and, a few weeks later MKMRS.

As many of you will know, I now work (my daughter disputes this term) as a part time self-employed Tour Manager for Rail Discoveries, part of Great Rail Journeys.

This extremely onerous role involves leading groups of up to 40 passengers on rail-based holidays (primarily to Europe and UK though I do have my first USA tour coming up as I write this). Although it can sometimes be a bit like herding cats, this is mostly great fun with only the very occasional difficult passenger or rail problem to provide some stress. Otherwise I get the same holiday they do plus I get paid (not a lot, but I'm not complaining). But of course I am working (honest)!!!



My future modeling plans are to complete my layout at home. I have always liked London Transport so it will be a London Transport layout allowing me to run the surface and tube stock collection I have been building up. I like to run what I like to run so I am sure there will be many "foreigners" (ie non-LT) as well from models I have purchased previously. My preference has always been for running trains



so there will be plenty of track crammed into the space I have! I also have some motorised London (and Blackpool) trams so I will see if these can also be incorporated, although that will be for later. Or perhaps a tram layout for the club? Just a thought.



## Meet the Members Chris Read

I must have been interested in trains and transport from an early age as, for my 5<sup>th</sup> birthday (in 1955) my father constructed a Hornby Dublo Layout for me (and occasionally him as well) in a spare room. Following a house move a couple of years later this was changed to a Triang Layout which stayed with me in various forms until my teenage years at which point space became a problem and it had to go.

My next effort was in the early 1990s when I started to construct an N-gauge layout in my garage but this was over-ambitious and a combination of two redundancy threats and various other time-consuming activities meant that it was never completed. A 00 layout in the early 2000s got further but again although I got as far as running trains, it was never completed. I retired in September 2011 and moved back to Milton Keynes but despite the best of intentions I have still only got as far as baseboard construction, which is now 2/3 complete!

The first 12 years of my working life was spent in the Civil Service, first in Her Majesty's Stationary Office (I have a degree in Printing Technology – not much use now!) then in the Department of Trade and Industry – an interesting place to work during the Thatcher years. I worked on the Bill to privatise British Airways and a number of other “policy” areas including Public Purchasing, Export Support and Industry-Education links where I was in charge of Government support for “Industry Year 1986”. I had moved from London to Milton Keynes in 1982 and in 1986 I became involved in what became an annual Trade Fair for “Young Enterprise” school-based companies held in Middleton Hall, CMK Shopping Centre.

This introduced me to “Milton Keynes Junior Chamber” who took over the event and ran it successfully for several years. “Organising a public exhibition with over 120 stands” was added to my CV! I remained a member of Junior Chamber for several years and was awarded a “Senatorship” which granted life membership and has been a major part of my social life ever since as the Junior Chamber Senate is a world-wide organisation and I get to travel to all sorts of places to meet up with my friends.

I left the Civil Service in 1986, joining local company Scicon, then part of BP, based at Wavendon Tower (it is now part of HP having gone through various iterations including SD and EDS). Together with Racal (then a big electronics supplier who had started Vodafone) we bid for a major Government Data Network contract which we won in 1989 and as a result I moved to Basingstoke to join the successful company, working for them until 2002 in a relationship selling role until the Telecoms downturn made me redundant!

Then we come to the easy bit, how do we tackle these tasks, here I look to Mr Kipling for inspiration. For those who don't know that's Rudyard not the bloody cake maker!!!! In one of Kipling's famous poems he wrote I had six honest serving-men they taught me all I knew their names are:

What and Why and When and How and Where and Who. Of those we have to use four of them they are.

- **What:** has to be done?
- **How:** is it going to be done?
- **Who:** is going to help do what?
- **When:** is it going to be completed by

So we will be looking for volunteers for the 2016 Exhibition to carry out some of these jobs so be prepared and don't worry, we know all the regular hiding places, and just in case we can't find you, **we also know where you live.**

Now that you have wiped away the tears from your eyes I hope this has given you and insight into the amount of work and the time it takes to organise the Exhibition. Have to go now as I have just thought I need to contact Ian re the Exhibition. An Exhibition Manager's job is never done!!!?

## A Big Thank You from Susan Silver

### MK Moo Midnight Walk – 4 July 2015

I would like to take this opportunity to thank you generous guys and one gal for sponsoring me on the 10 mile walk in aid of Willen Hospice. I personally raised a total of £215 and together with my friends Lorraine, Louise and Claire we raised an amazing total of £1245.85 excluding gift aid. When this is added the total should reach £1557.31! This will go a long way to help in supplying nursing care at the Hospice. Once again thank you for your kind generosity. XX





## The Wächtersbach to Bad Orb narrow gauge railway by Chris Hughes

Another in my series on narrow gauge tourist railways features the 6.5km long Wächtersbach to Bad Orb railway in the Hessen region of Germany.

Originally opened in 1901 as a standard gauge line operated by the Bad Orb Kleinbahn AG company, this branch line diverged from the Frankfurt - Berlin mainline at Wächtersbach (pronounced Veshtersback). Carrying freight and passengers to the spa town of Bad Orb the railway operated until closure in 1995 when it was abandoned.

In 2001 a preservation group was formed with the object of creating a narrow gauge tourist railway. They set about re-gauging the line to 600mm using the original standard gauge components, which although vastly overscale, were available at no cost. The line opened in October 2006, and is now operated at weekends and bank holidays from Easter to October by volunteers.

There are three locomotives, steam loco EMMA, built by Hohenzollern in 1923, with a top speed of 15mph and two diesel tractors, both built in the 1950's at Babelsberg and with a maximum speed of 12mph.



One of the diesel tractors attached to the weed killing train, note the recycled car seat for the spray operator.



The rolling stock is equally quaint, being scratchbuilt from cut down metre gauge carriages mounted on Army field wagon frames and bogies dating from 1903.

The station building at Bad Orb, although now in use as a restaurant and nothing to do with the narrow gauge railway is constructed from red sandstone, dominated by a fine clock tower. The upper storey originally housed dormitories for the railway workers, as did many station buildings in Germany.



The trackwork at Bad Orb still shows remains of the standard gauge layout, with only the minimum amount having been adjusted to accommodate the needs of the new railway.

The following link will take you straight to my video of this fascinating little railway  
<https://www.youtube.com/watch?v=7LxDNNZTXj0>